



CTH K Public Involvement Meeting #2

**PUBLIC INVOLVEMENT
MEETING #2**
July 9th, 2025
4:30-6:30
Sussex Civic Center
N64 W23760 Main St
Sussex, WI 53089



Project Contacts

Nate Beth, P.E.
Senior Civil Engineer
Waukesha County
NBeth@WaukeshaCounty.gov
(262) 970-4720

Brett Wallace, P.E.
Engineering Services
Manager
Waukesha County
BWallace@WaukeshaCounty.gov
(262) 896-8538

Introduction

You are invited to the second planned Public Involvement Meeting (PIM) for the CTH K Preliminary Scoping Study. The location of this meeting will be at the **Sussex Civic Center**. It will be an open house format with a presentation scheduled at **5:00 PM**. The purpose of this meeting is to go over the Public Involvement #1 feedback, capacity expansion decision justification, East project limit extension, typical 4-lane cross section options, design speed and posted speed, railroad overpass justification and benefits, preliminary intersection concepts, bike and pedestrian options, and Waukesha County's proposed SEWRPC VISION 2050 plan amendment. The team is seeking input from the community to help the project's purpose and needs. Engineers from the design team will be available to discuss the project and address any questions or concerns you may have. Information on the proposed SEWRPC VISION 2050 plan amendment can be found at: www.sewrpc.org/regional-planning/vision-2050/amendment.

If you have comments or concerns regarding this project, there will be comment forms distributed at the meeting. Comments may also be emailed to the project contacts listed on this page.

Project Background

Waukesha County Department of Public Works is currently in the preliminary study phase for this project. At the conclusion of the preliminary planning study, the County will have defined the project's scope, schedule, and cost. This will position the county to apply for federal funding through the STP 2030–31 program cycle and Fiscal Year 2026 federal BUILD (Better Utilizing Investments to Leverage Development) Grant.

Project Overview

- CTH K project will examine a 6-mile segment from CTH JK (Lynndale Rd) to Brookfield Road
- Project will look to address capacity, safety issues, pavement condition, traffic operations, and railroad crossing.

Project Schedule

- Corridor Crash and Traffic Report – March 2025
- Corridor Environmental Scan – March 2025
- Project Purpose & Need – March 2025
- Public Involvement Meeting #1 – May 2025
- Stakeholder Advisory Committee Meeting – June 2025
- Public Involvement Meeting #2 – July 2025
- SEWRPC 2050 Plan Amendment Meeting – July 2025
- Draft Preferred Corridor Alternative Plan – October 2025
- Draft CTH K Program Costs & Schedule – October 2025
- Federal STP-M Funding Application – October 2025
- Public Involvement Meeting #3 – November 2025
- Federal BUILD Grant Application – January 2026
- Final CTH K Program Report – March 2026

Additional Information and Updates

Project Website: www.waukeshacounty.gov/public-works/road-projects/county-highway-k

Paul Farrow
County Executive



Allison Bussler
Director

Waukesha County

Department of Public Works

Contact: Nate Beth
nbeth@waukeshacounty.gov
262-970-4720

FOR IMMEDIATE RELEASE

Date: July 8, 2025

PUBLIC INVOLVEMENT MEETING
LISBON RD (CTH K) BETWEEN LYNDDALE RD (CTH JK) TO BROOKFIELD RD
PRELIMINARY SCOPING STUDY FOR HIGHWAY IMPROVEMENT PROJECT &
SEWRPC VISION 2050 PLAN AMENDMENT

Meeting set for July 9, 2025, at Sussex Civic Center

(WAUKESHA, WI) – The Waukesha County Department of Public Works will host a Public Information Meeting for a Preliminary Scoping Study to address highway capacity, safety issues, pavement condition, traffic operations, and railroad crossings on Lisbon Rd. (CTH K) in the Village of Sussex, Village of Lisbon, Village of Menomonee Falls and City of Brookfield. The informational meeting will be held on Wednesday, July 9, 2025, from 4:30 p.m. to 6:30 p.m. at the Sussex Civic Center (N64 W23760 Main St. Sussex, WI 53089).

The meeting will be in an open-house format with a presentation scheduled at 5:00p.m. Exhibits will be on display and handouts will be available. Representatives from Waukesha County will be available to discuss the project, answer questions and gather public input and comments.

The meeting will also present information on Waukesha County's proposed amendment to the SEWRPC VISION 2050 Plan and allow an opportunity for public comment. The proposed amendment to VISION 2050 can be viewed at the [SEWRPC website](#).

For more information, please contact Nate Beth, Waukesha County Senior Civil Engineer at (262) 970-4720.

About the Waukesha County Department of Public Works

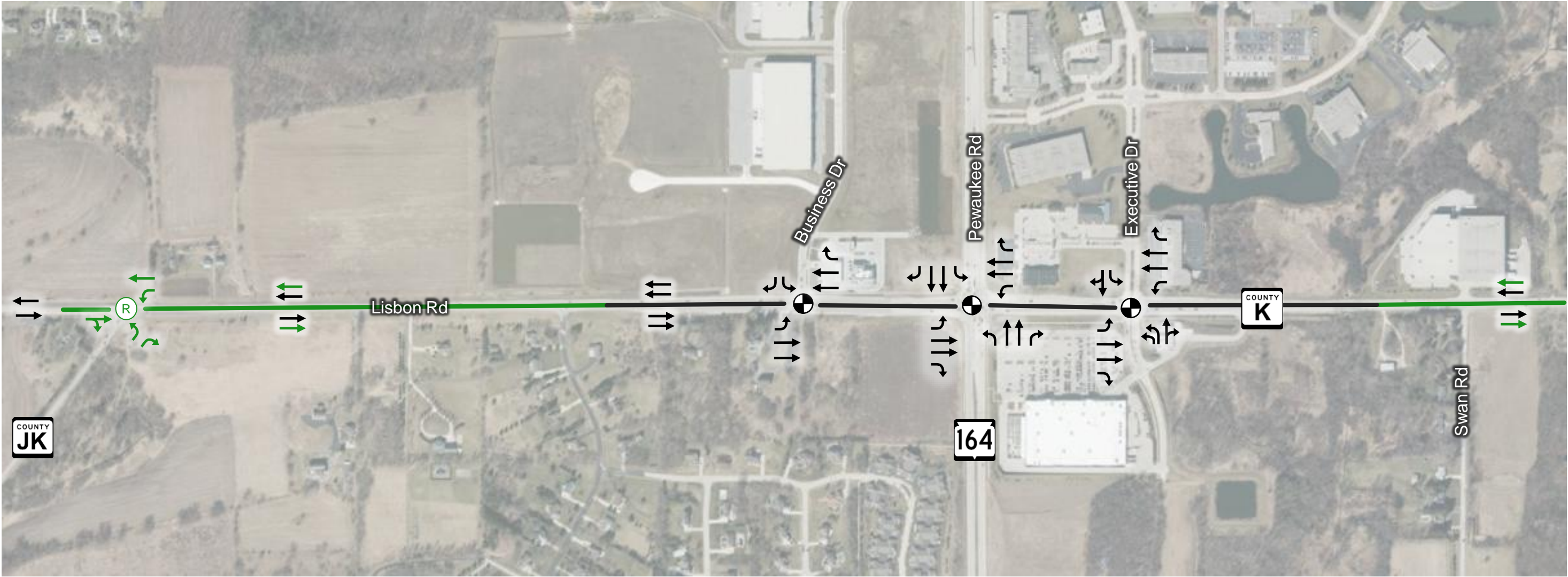
The Waukesha County Department of Public Works is committed to providing the foundations of success for the citizens and businesses of Waukesha County by constructing and maintaining quality transportation and building infrastructure. Get info on projects, plans, and more at www.WaukeshaCounty.gov/DPW.

Follow Waukesha County DPW on Twitter at www.twitter.com/WaukeshaCoDPW.








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Department of Public Works
515 W. Moreland Blvd., Room AC220
262-548-7740



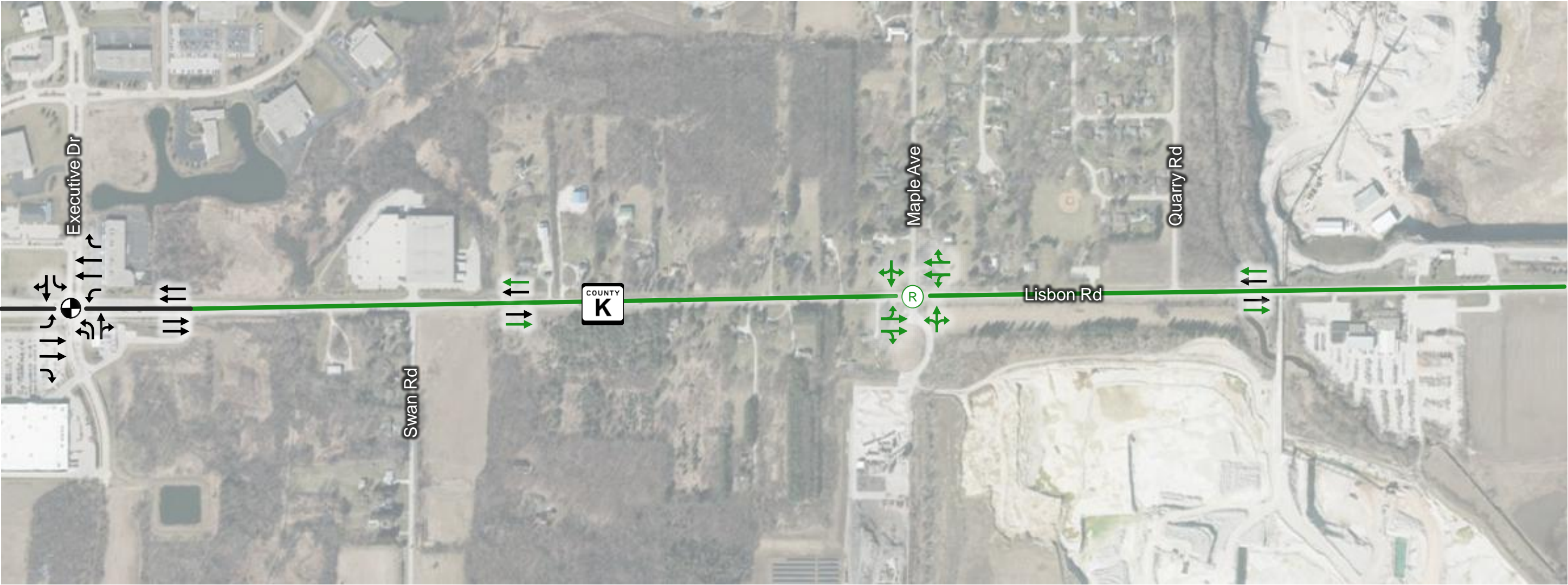


Legend

	= Existing Median		= Existing Lane Geometry		= Traffic Signal		= Stop Sign
	= Proposed Median		= Proposed Lane Geometry		= Roundabout		

County K Locally Preferred Scoping Alternative

Exhibit
1

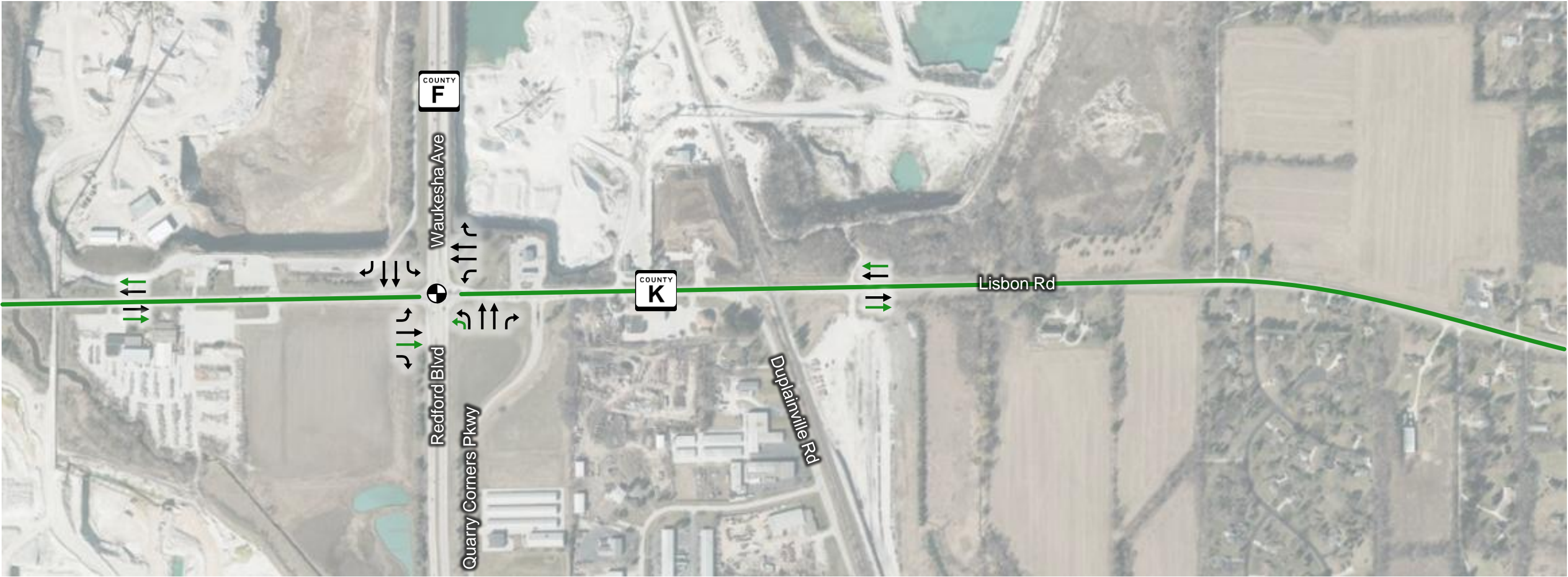


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| = Existing Median | = Existing Lane Geometry | = Traffic Signal | = Stop Sign |
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County K Locally Preferred Scoping Alternative

Exhibit
2



Legend








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County K Locally Preferred Scoping Alternative

Exhibit
3



Legend








 = Existing Median	 = Existing Lane Geometry	 = Traffic Signal	 = Stop Sign
 = Proposed Median	 = Proposed Lane Geometry	 = Roundabout	

County K Locally Preferred Scoping Alternative

Exhibit
4



Legend

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County K Locally Preferred Scoping Alternative

Exhibit
5



CTH K (CTH J K to Brookfield Road) Scoping Study

Public Involvement Meeting, Locally Preferred Alternative & SEWRPC Plan Amendment

July 9, 2025



Public Involvement Meeting #2 Agenda

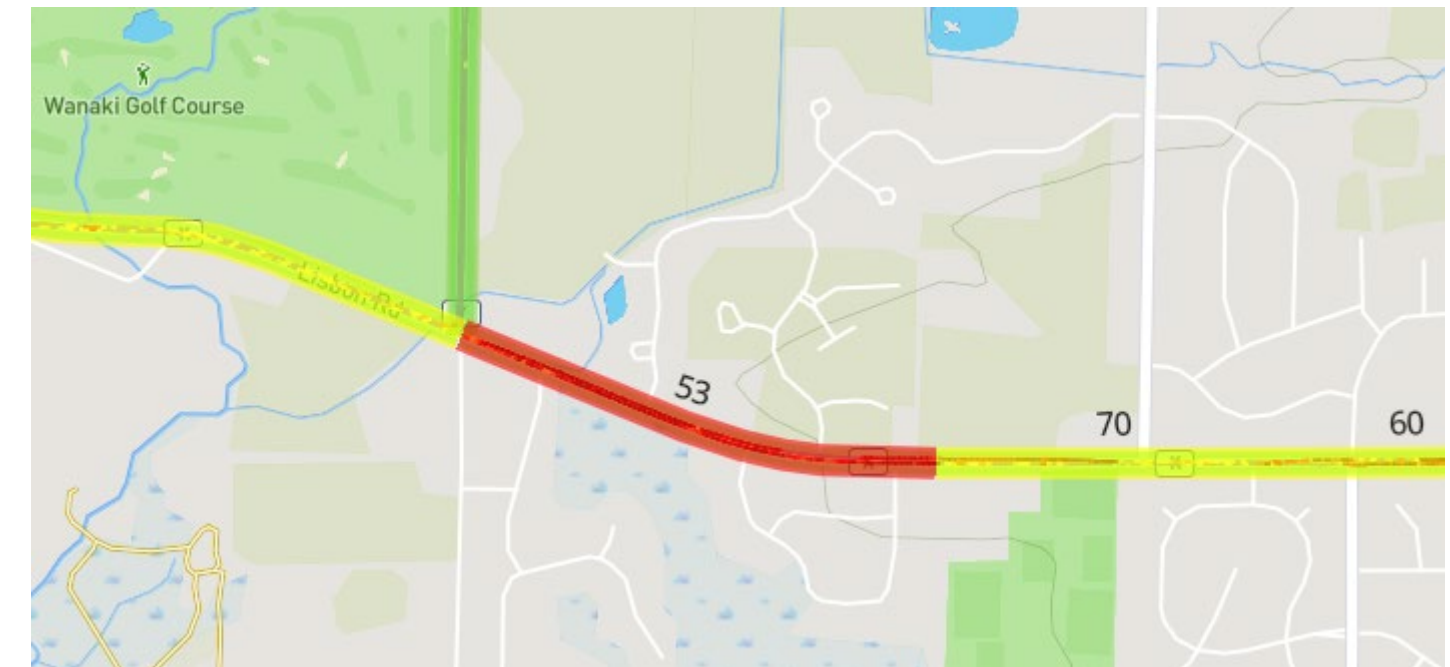
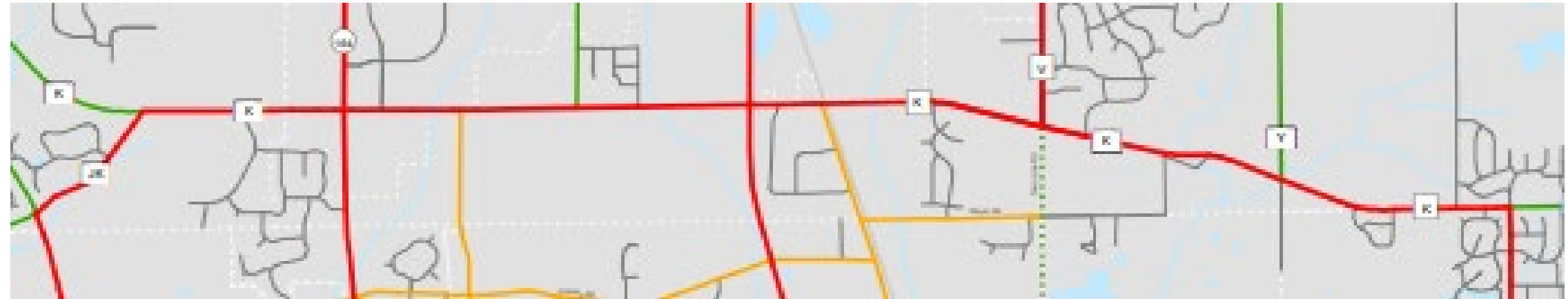
1. Introductions.
2. Public Involvement (Round 1) Feedback
3. East Project Limit Extension
4. Capacity Expansion Decision
Justification
5. Proposed Cross Sections & Speed Limits
6. CNRR Overpass Justification
7. Preliminary Intersection Concepts
8. Bike/ Ped Opportunities
9. SEWRPC 2050 Plan Amendment
10. SAC Input
11. Next Steps

- ❑ Need to Improve Safety
- ❑ Intersection Improvements Needed
 - ❑ Maple Avenue, Lannon Road, CTH F
- ❑ Grade Separate the CNRR Crossing
- ❑ CNRR Trains Impact Emergency Response Times
- ❑ Build Improvements Sooner, not Later
- ❑ Add Travel Lanes
- ❑ Build Bike/ Pedestrian Accommodations
- ❑ Extend East Project Limit to Brookfield Road
- ❑ Minimize Direct Impacts to Property

The information in this document including names, addresses, phone numbers, e-mail addresses, and signatures is not confidential, and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, sections 19.31 - 19.39 of the Wisconsin Statutes.

East Project Limit Extension*

- ☐ Functional Classification
 - ☐ Principal Arterial
- ☐ Traffic Forecast
- ☐ Land Use
- ☐ National Highway System (NHS)
- ☐ Pavement Condition
- ☐ Safety, Protected Turn Lanes
- ☐ Speed Zone Transition



*Proposed in 2026-2030 Waukesha County Capital Plan

Capacity Expansion Decision Justification

❑ Traffic Capacity

❑ Safety

❑ Railroad

❑ Regional Significance

❑ Other Considerations

❑ Decision Facilitates SEWRPC 2050 Plan Amendment

❑ Requirement for Federal Funding

❑ ‘Locally Preferred Alternative’*

raSmith

CREATIVITY BEYOND ENGINEERING

MEMORANDUM

DATE: June 11, 2025

TO: Brett Wallace, PE
Engineering Services Manager
Waukesha County

FR: Pat Hawley, PE, PTOE, RSP, raSmith

CC: Rachel Ketterhagen, PE, raSmith

RE: County K (County JK to Brookfield Road) Preliminary Scoping Study
Expansion Evaluation Summary Memo

Introduction

Waukesha County retained raSmith to conduct a preliminary scoping study for County K (Lisbon Road) from County JK (Lyndale Road) to Brookfield Road¹. As part of these services, raSmith evaluated multiple factors to assess whether County K should be expanded to a four-lane divided roadway. This memorandum identifies these factors, summarizes the evaluation and provides a recommendation on the potential expansion.

Traffic Capacity

- There has been significant development in northeast Waukesha County, which has led to increased traffic volumes along the County K corridor. County K is expected to exceed the capacity of a two-lane undivided corridor by the year 2055.
- The design year 2055 forecast County K daily traffic volumes (AADT of 13,000-16,700 vehicles per day) push the planning level capacity thresholds used by WisDOT and SEWRPC for two-lane undivided roadways (3,500-16,000 vehicles per day). The upper end of the WisDOT and SEWRPC capacity ranges reflect optimal conditions in terms of lane and shoulder width, truck percentages, passing zones and traffic characteristics. Given the less than optimal conditions along County K, the design year daily forecasts are expected to exceed the capacity thresholds for a two-lane undivided rural roadway.
- Most of the study intersections will experience falling movements during the design year 2055 peak hours with the existing geometry and traffic control.
- The Maple Avenue and County F intersections require expansion to a four-lane divided roadway to provide acceptable peak hour operating conditions in the design year 2055.
- The County JK, County V and County Y intersections will require a mix of additional travel lanes and/or enhanced traffic control to provide acceptable peak hour traffic conditions in the design year 2055.
- The numerous stop-controlled/tee intersections are expected to continue to operate unacceptably in the design year with the existing two-lane County K geometry and minor street stop control. A four-lane median divided roadway would improve operations at these intersections by accommodating two-stage left turns from the minor streets, shortening platoons of vehicles along County K to create more gaps, and in some instances, limiting the side-street to right-in/right-out movements.
- Increasing the capacity of the County K corridor will improve the operation of the north-south movements at signalized intersections by allowing additional green time to be allocated to these movements.

¹ The east project limits have been extended from Lannon Road (County Y) to Brookfield Road. The safety and operational analysis of the County K segment between Lannon Road and Brookfield Road is currently underway. This expansion evaluation summary will be updated if the additional analysis requires modifications to the memorandum.

Brookfield, WI | Milwaukee, WI | Appleton, WI | Madison, WI | Cedarburg, WI
Naperville, IL | Irvine, CA

raSmith

Page 2 | June 11, 2025

Safety

- Key historic crash findings (2020-2024):
 - The existing County K corridor crash rate of 285.34 crashes per 100 million vehicle miles traveled (HMMVT) exceeds the statewide average of 84.07 HMMVT for similar roadway facilities.
 - Four fatalities occurred along the corridor, including two at the Maple Avenue intersection.
 - There was a concentration of 17 crashes near the Duplainville Road intersection and the railroad crossing.
 - Fatal and injury crashes represented 47% of all midblock and minor intersection crashes, which is higher than normal and is a point of concern.
- Predictive safety analysis shows a four-lane divided roadway would have fewer crashes than a two-lane undivided roadway.
- Raised medians provide safety benefits mid-block by physically separating opposing movements and limiting driveways and minor intersections to right-in/right-out movements.
- The raised median provides safety benefits at unsignalized intersections by allowing minor street left-turn vehicles to complete the movement in two stages.
- The expansion to four lanes provides safety benefits at unsignalized intersections by minimizing long platoons of vehicles, which creates additional acceptable gaps in traffic and minimizes the pressure to execute risky minor street maneuvers.

Railroad

- The County K study is evaluating the potential to grade separate the existing railroad crossing located east of Duplainville Road. If a grade separated overpass is constructed, a four-lane bridge would be constructed to take advantage of the bridge structure's 75-year design life. A four-lane County K roadway would be consistent with the four-lane overpass.
- If the crossing remains at-grade, a four-lane divided roadway would provide operational and safety benefits.
 - The additional travel lane in each direction would provide increased queue storage, which would be especially beneficial for eastbound traffic due to the proximity of the County F signalized intersection.
 - The additional travel lanes would allow the queues to disperse quicker after the arm gates are lifted.
 - The raised median would provide a positive deterrent for vehicles attempting to bypass the railroad gate arms.

Regional Significance

- SEWRPC's Vision 2050 currently shows County K as a future four-lane roadway east of Brookfield Road and it recommends reserving right-of-way for a future four-lane roadway between Brookfield Road and Lannon Road (County Y). Waukesha County has formally requested an update to the SEWRPC 2050 Plan to show County K as a four-lane facility between Brookfield Road and CTH JK (Lyndale Road) on the Arterial Street and Highway Network.
- County K is one of a few Waukesha County roadways spanning nearly the entire county from 124th Street to WIS 57 in Oconomowoc. It provides connectivity to 11 Waukesha County communities.
- Providing additional capacity along County K would enhance regional connectivity and route options.
- County K is a National Highway System (NHS) route throughout the project limits (County JK to Brookfield Road). NHS routes are critical to the nation's economy, defense, and mobility providing a primary network for movement of goods and services through the nation. The NHS network supplements the national interstate system.

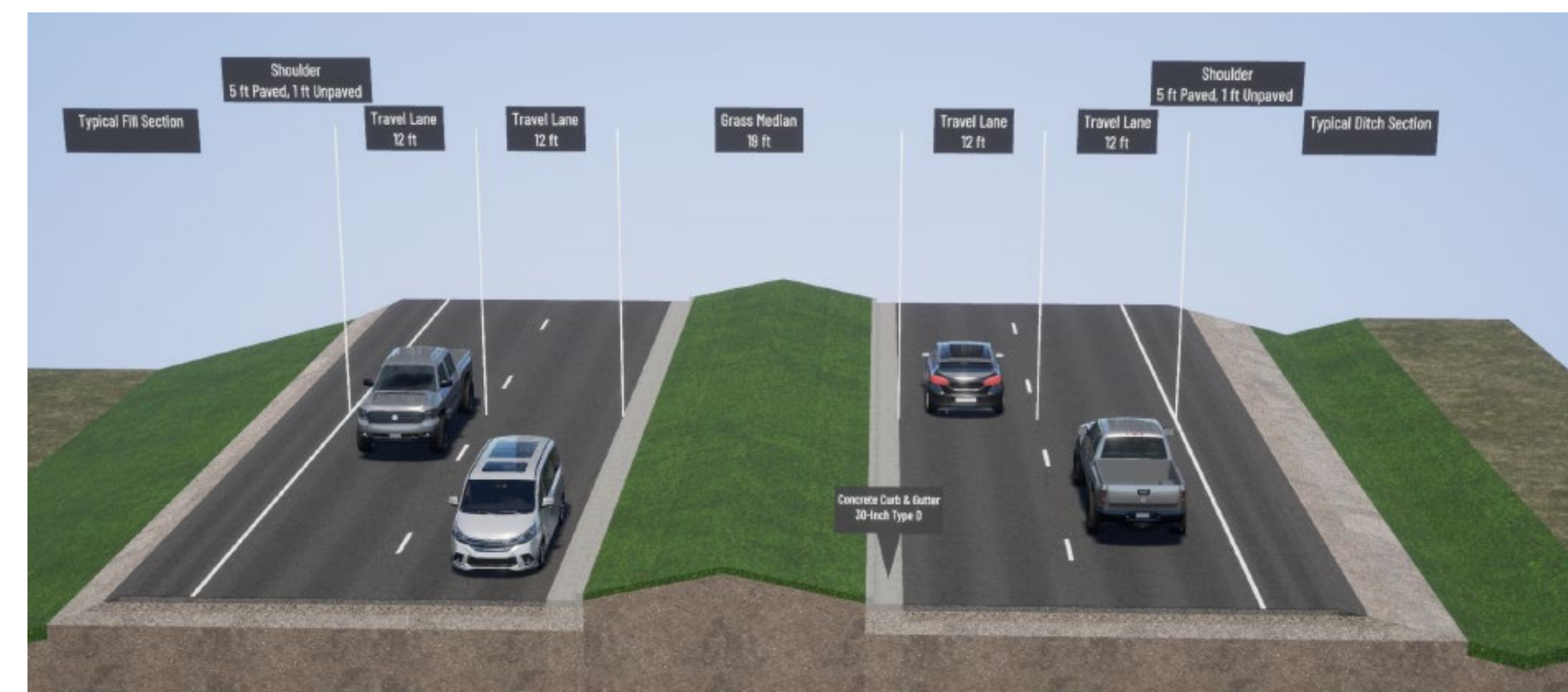
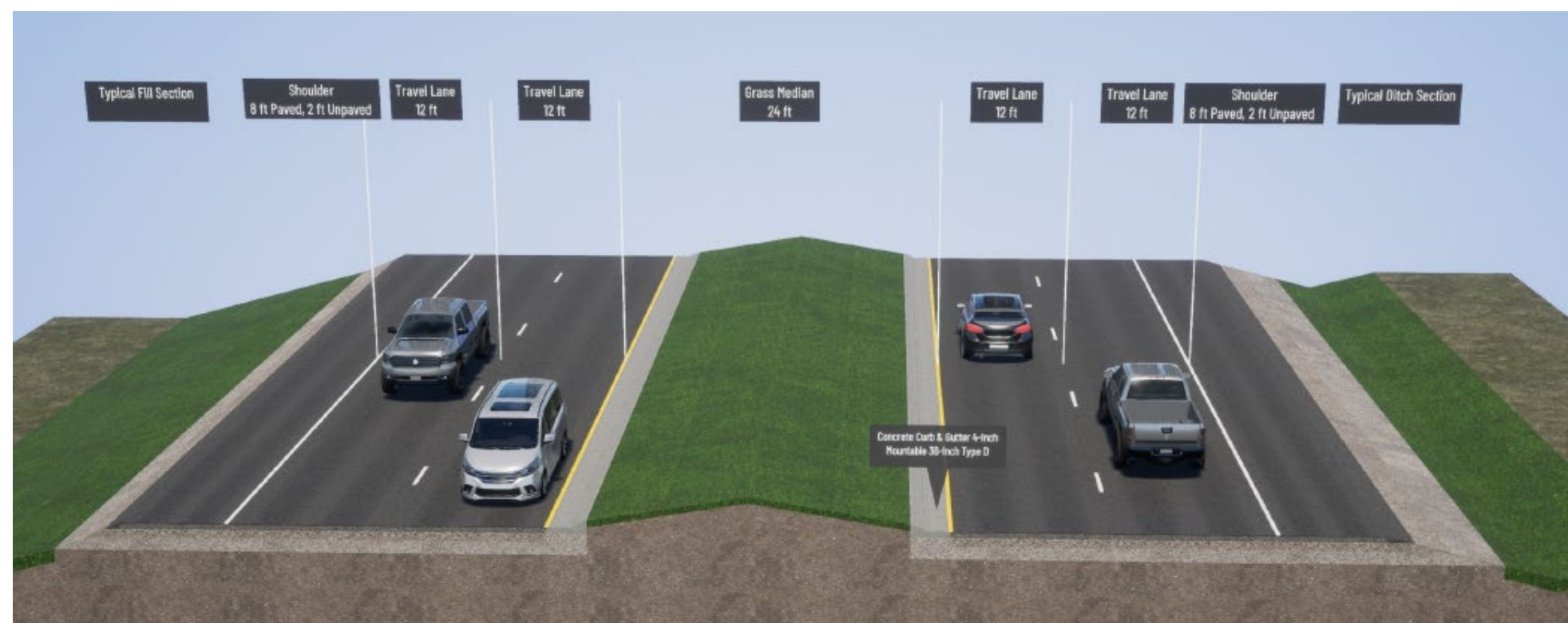
Other Considerations

- There is an existing half mile section of four-lane divided roadway near WIS 164 that would remain.
- Heavy trucks have slower operating speeds, acceleration rates and deceleration rates. They occupy more roadway and require more turning room. These factors cause heavy trucks to have a greater impact on operations than passenger vehicles. Roadway counts along the corridor recorded up to 1,800 trucks per day on a weekday from 6:00am to 7:00pm. Trucks volumes are highest and have the greatest impact near the quarries (between Swan Road and County V). Through traffic on County K

*Pre-NEPA locally preferred scoping alternative

Proposed Cross Sections

- ❑ Transitional, CTH JK (Lynndale Road) to CTH Y (Lannon Road)
- ❑ Low Speed, CTH Y (Lannon Road to Brookfield Road)
- ❑ High Speed, Not Incorporated



Proposed Speed Limits

- ❑ Existing Speed Limits vary from 35 MPH, 45 MPH and 50 MPH
- ❑ Design Speed, 5 MPH over Posted Speed Limit
- ❑ Planned Posted Speeds
 - ❑ 45 MPH, CTH JK (Lynndale Road) to CTH Y (Lannon Road)
 - ❑ 35 MPH, CTH Y (Lannon Road) to Brookfield Road



CNRR Overpass Justification

- ☐ Physical Feasibility ☒
- ☐ Daily Train Volume ☒
- ☐ Freight Train Crossing Exposure ☒
- ☐ Vehicle Delay ☒
- ☐ Emergency Response Time and Reliability
- ☐ Safety Performance, Crash History
- ☐ Life Cycle, Benefit-Cost Analysis, TBD
- ☐ Weyer Road Closure Justification

Railroad Grade Separation Technical Analysis

County K (Lisbon Road) over
Wisconsin Central Ltd (Canadian National)

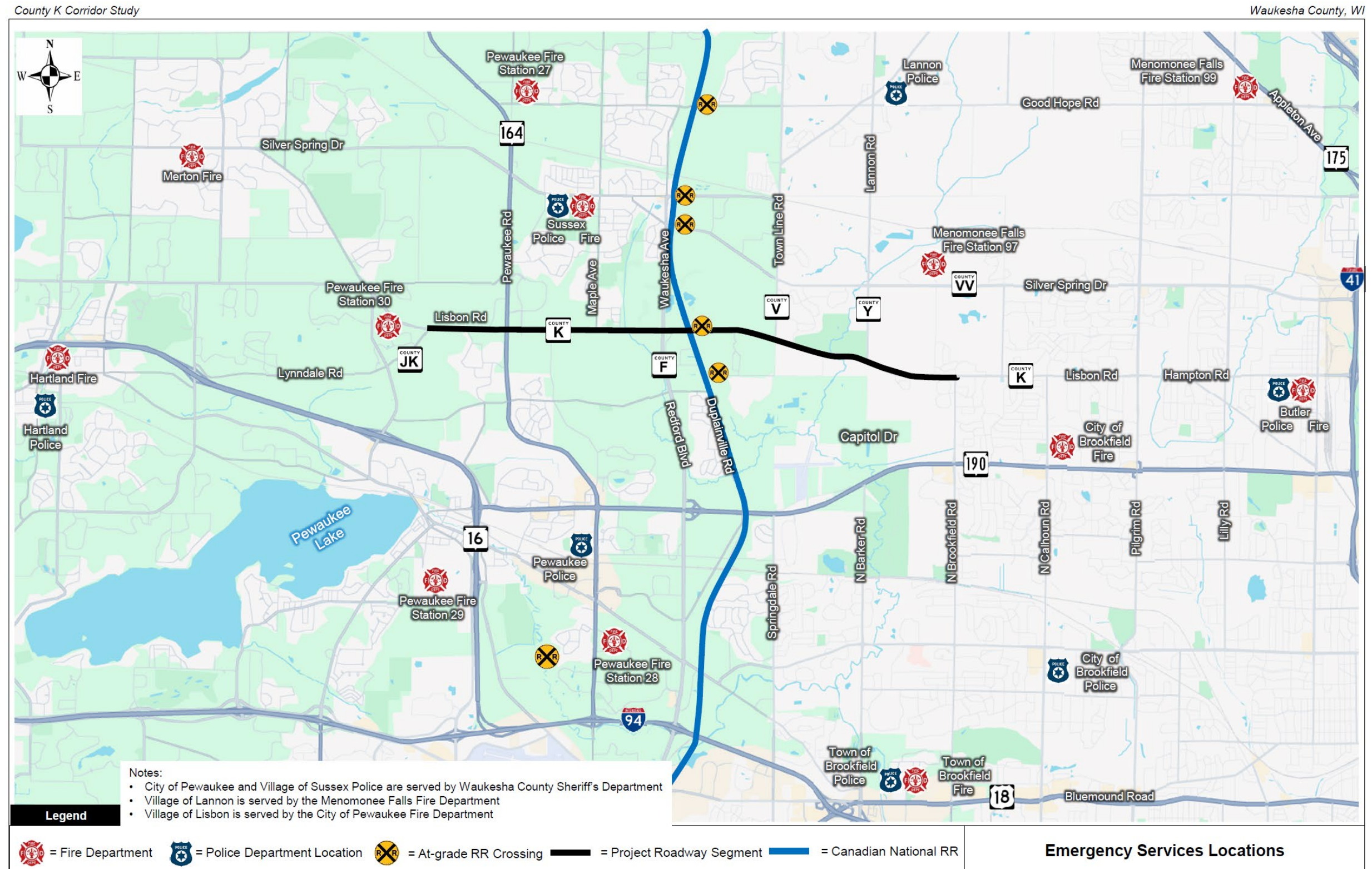
Waukesha County

06/19/2025



CNRR Overpass Justification

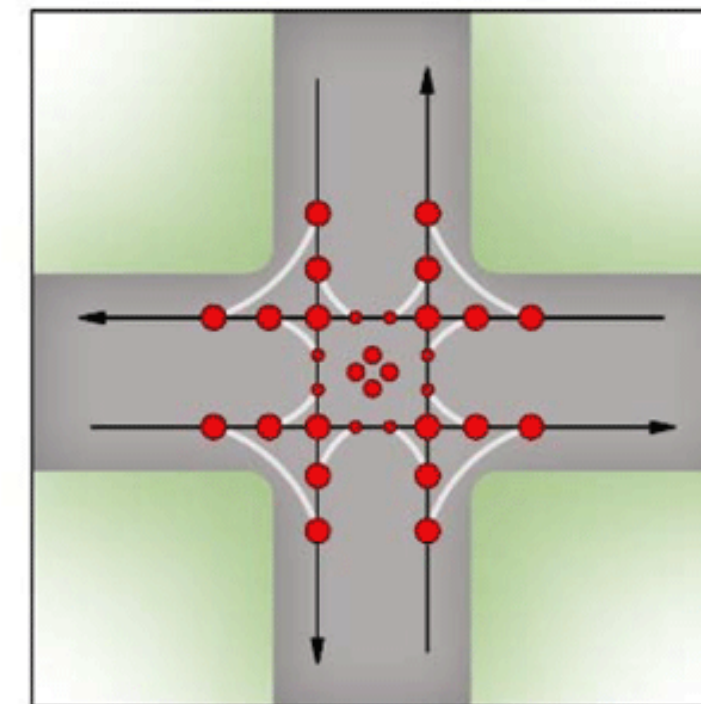
- ❑ Emergency Response Time and Reliability
- ❑ Additional Feedback
- ❑ Response Delay
- ❑ Planning Challenges
- ❑ Costs



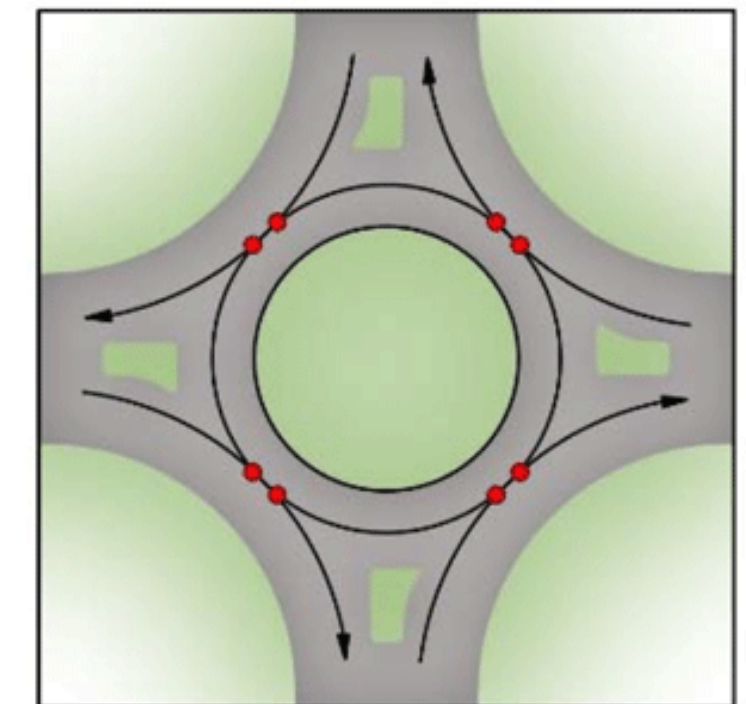
Preliminary Intersection Concepts

- ❑ CTH JK (Lynndale Road), Roundabout
- ❑ Maple Avenue, Roundabout
- ❑ CTH F (Redford Blvd), Traffic Signal
- ❑ Quarry Corners Pkwy, TBD
- ❑ Duplainville Road, TBD
- ❑ CTH V (Townline Road), Roundabout
- ❑ CTH Y (Lannon Road), Roundabout
- ❑ Brookfield Road, TBD

With roundabouts, head-on and high-speed right angle collisions are virtually eliminated.



Traditional Intersection



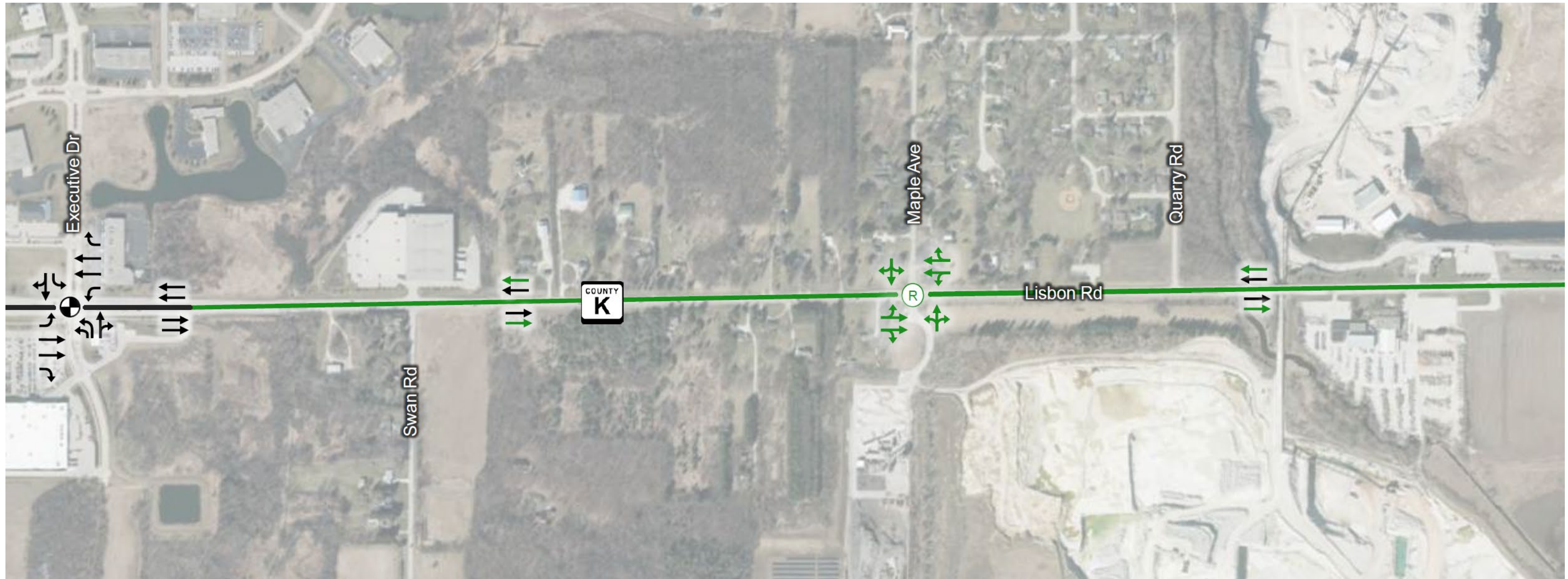
Roundabout

● Potential Vehicle Conflict Point

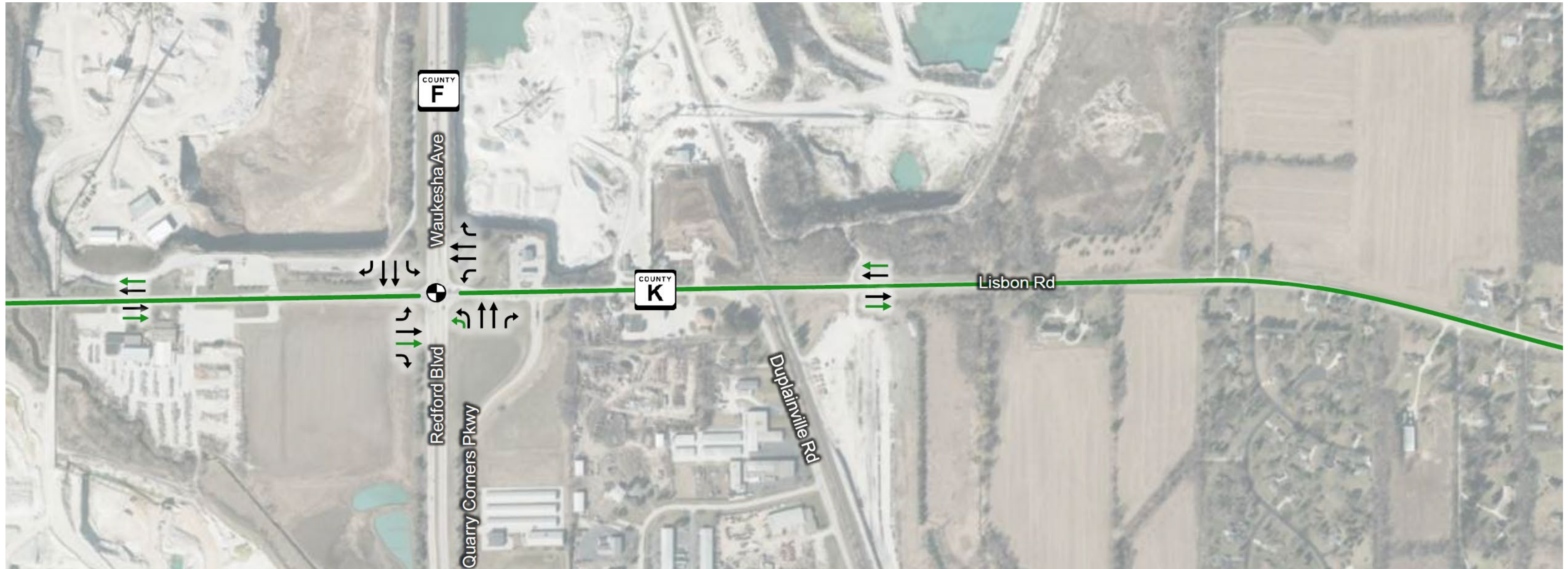
WC Locally Preferred Alternative



WC Locally Preferred Alternative



WC Locally Preferred Alternative



WC Locally Preferred Alternative

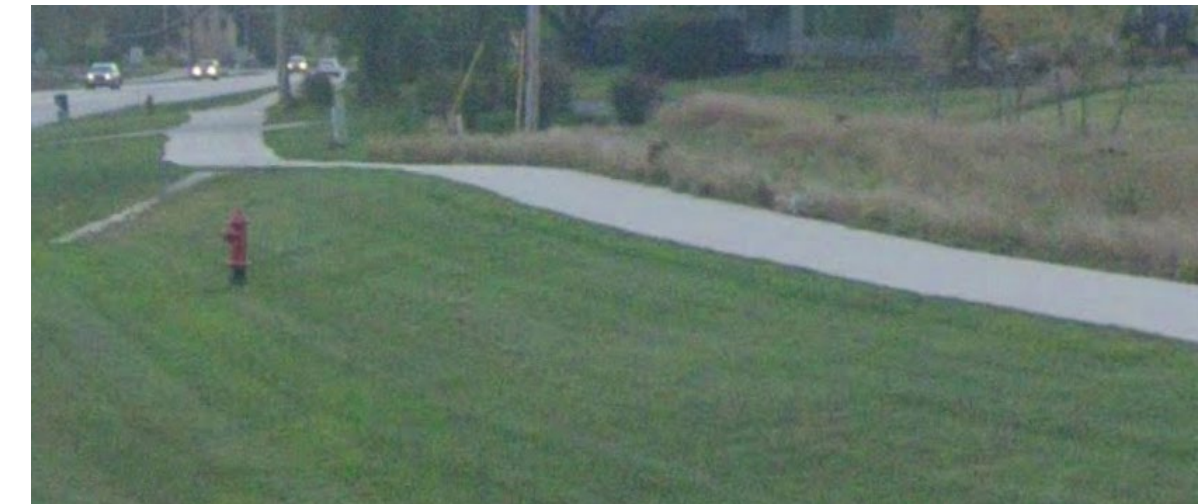


WC Locally Preferred Alternative



Bike/ Ped Opportunities

- ☐ Complete Streets-Safe, Convenient & Comfortable Access and Travel
 - ☐ 'Due Consideration'
 - ☐ Fed. Law 23 USC 217(g)(1)
 - ☐ Wis. Stats. 84.01(35)
 - ☐ On-Road Bicycle Accommodation/ Shoulder
- ☐ Municipal Coordination
- ☐ Municipal Shared Use Path/ Sidewalk
 - ☐ Maintenance Agreements
 - ☐ Project Cost Sharing Agreements
 - ☐ Federal Funds (80/ 20)



SEWRPC 2050 Plan Amendment Required

- ☐ Waukesha Request
- ☐ SEWRPC Transportation Plan Update Process
 - ☐ VISION 2050 Arterial Street and Highway Network Update
 - ☐ Extends Arterial Widening and Additional Traffic Lanes to CTH JK (Lynndale Road)
- ☐ Public Comment Period, 30-days
 - ☐ Closes July 25th
- ☐ County Board Resolution
- ☐ Village Board/ City Council Resolutions



SEWRPC 2050 Plan Amendment, Capacity Expansion

□ How to provide comment:

Commenting on Proposed Amendment

The Southeastern Wisconsin Regional Planning Commission will review all comments received by Waukesha County on the widening of CTH K from two to four traffic lanes as part of their public hearing on the preferred alternative. Those comments will be considered as the Commission considers the necessary attendant amendment to VISION 2050. In addition, comments related to the amendment to VISION 2050 adding the widening of CTH K from two to four lanes between CTH JK and Brookfield Road may be submitted for consideration by the Commission through July 25, 2025, via U.S. mail or e-mail.

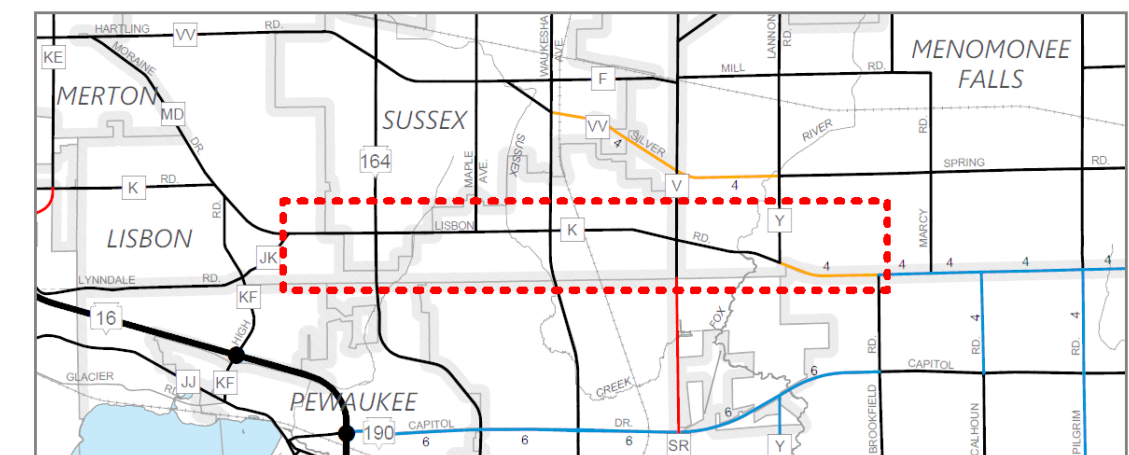
Southeastern Wisconsin Regional Planning Commission

PO Box, 1607, Waukesha, WI 53187-1607

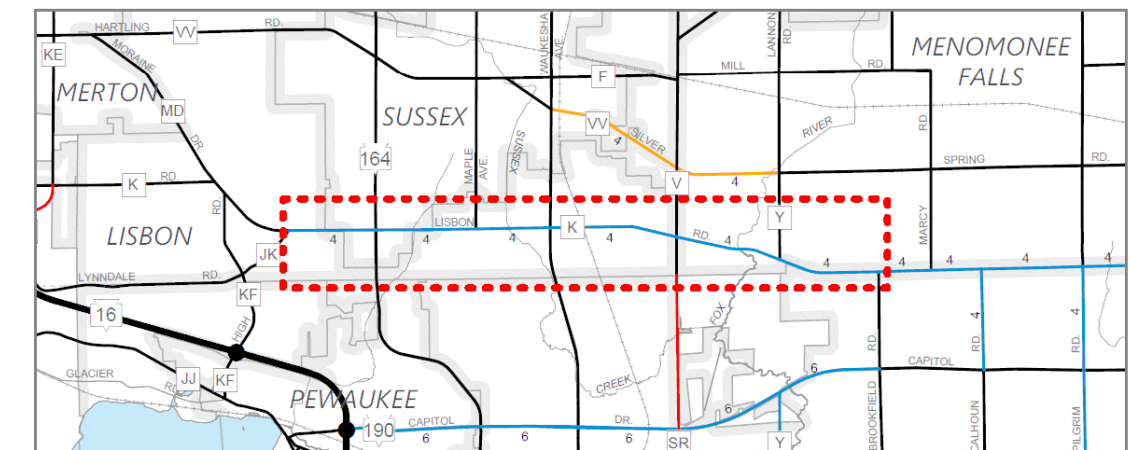
vision2050@sewrpc.org

Exhibit A: Proposed Amendment to VISION 2050
Adding the Widening of CTH K from Two to Four Lanes between CTH JK and Brookfield Road

CURRENT PLAN



PROPOSED PLAN



ARTERIAL STREET OR HIGHWAY

- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE POTENTIAL FUTURE IMPROVEMENT BEYOND 2050 (ADDITIONAL LANES OR NEW FACILITY)
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- NUMBER OF TRAFFIC LANES FOR NEW OR IMPROVED FACILITY, INCLUDING RIGHT-OF-WAY RESERVATIONS (2 LANES WHERE UNNUMBERED)

FREEWAY INTERCHANGE

- NEW
- EXISTING

Note: This map has been updated to show capacity expansion projects completed or in progress through the end of 2024.

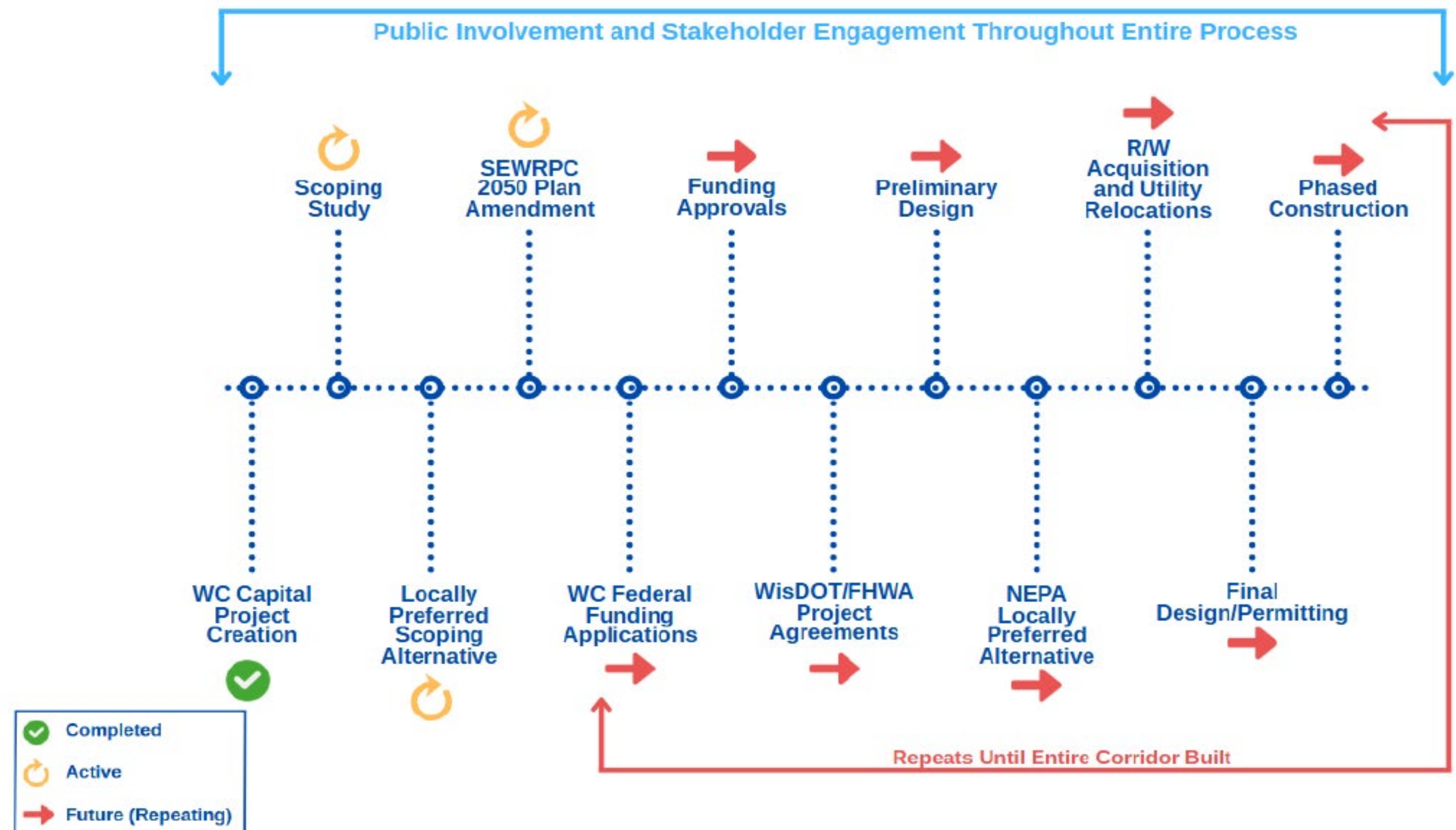
0 1 2 3 Miles

Source: SEWRPC, 6/2025

SEWRPC 2050 Plan Amendment

□ The Process.

CTH K Project Development Process



Next Steps

- ☐ Exhibit Review.
- ☐ Project Comment Forms.
 - ☐ SEWRPC 2050 Plan Amendment.
- ☐ November Public Meeting #3-TBD.
 - ☐ Preferred Corridor Alternative Plan.
- ☐ Contact Waukesha County-Questions.
- ☐ Public Support, Be a Champion.



Public Input

❑ Questions, Feedback, Issues, Concerns...





CREATIVITY BEYOND ENGINEERING

MEMORANDUM

DATE: June 23, 2025

TO: Brett Wallace, PE
Engineering Services Manager
Waukesha County

FR: Pat Hawley, PE, PTOE, RSP, raSmith

CC: Rachel Ketterhagen, PE, raSmith

RE: County K (County JK to Brookfield Road) Preliminary Scoping Study
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Safety

- Key historic crash findings (2020-2024):
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Railroad

- The County K study is evaluating the potential to grade separate the existing railroad crossing located east of Duplainville Road. If a grade separated overpass is constructed, County K is expected to divert some traffic from adjacent parallel routes with at-grade crossings such as Silver Spring Drive (County VV), Main Street (County F) and Weyer Road to take advantage of the improved travel time reliability. Therefore, the County K design year 2055 forecasts could be even higher than currently shown with the railroad grade separation.
- If a grade separated overpass is constructed, a four-lane bridge would be constructed to take advantage of the bridge structure's 75-year design life. A four-lane County K roadway would be consistent with the four-lane overpass.
- If the crossing remains at-grade, a four-lane divided roadway would provide operational and safety benefits.
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Regional Significance

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Other Considerations

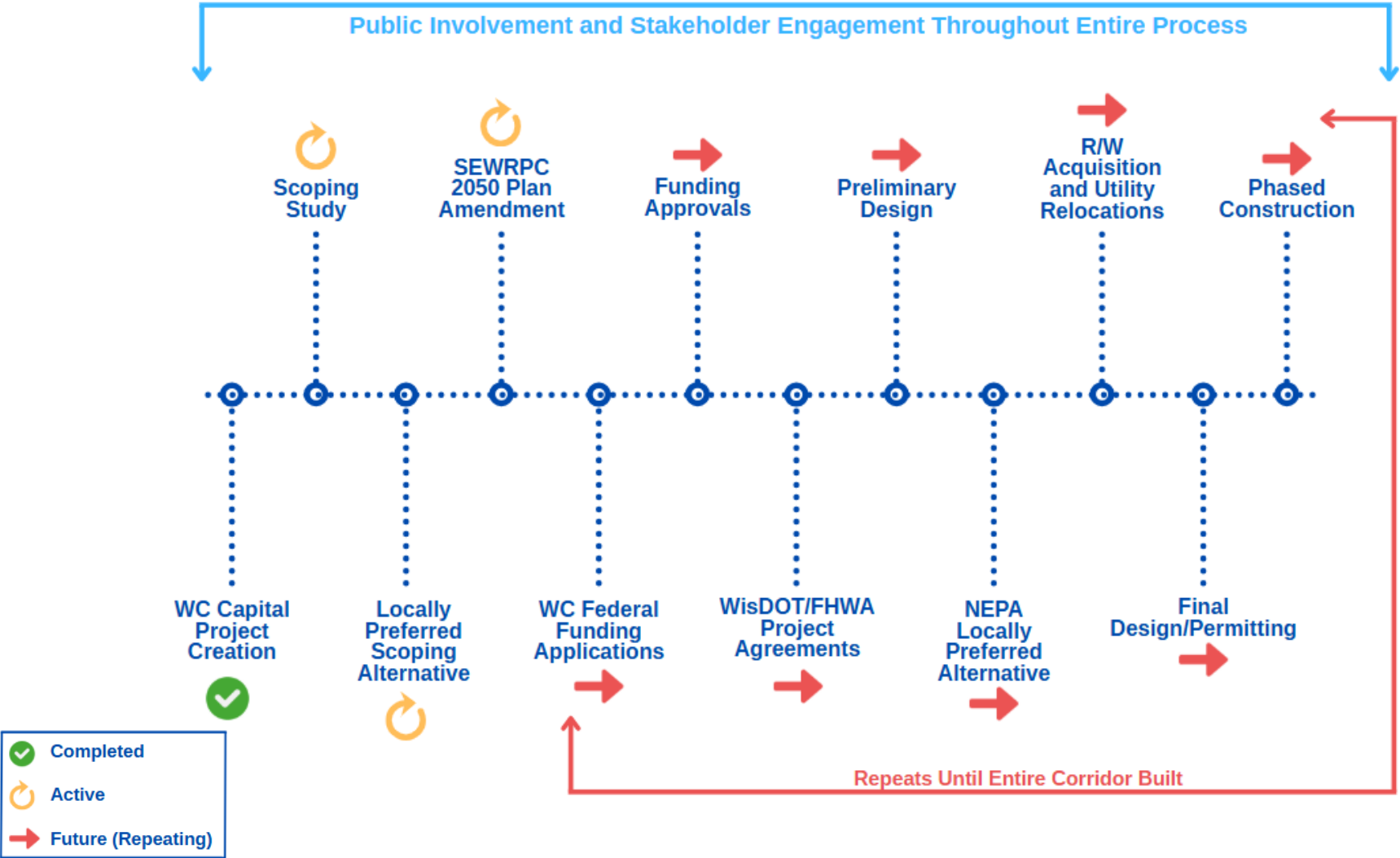
- There is an existing half mile section of four-lane divided roadway near WIS 164 that would remain.

- Heavy trucks have slower operating speeds, acceleration rates and deceleration rates. They occupy more roadway and require more turning room. These factors cause heavy trucks to have a greater impact on operations than passenger vehicles. Roadway counts along the corridor recorded up to 1,800 trucks per day on a weekday from 6:00am to 7:00pm. Trucks volumes are highest and have the greatest impact near the quarries (between Swan Road and County V). Through traffic on County K often needs to slow along the corridor behind turning, accelerating or decelerating trucks. Therefore, the heavy truck traffic adversely impacts operations by increasing delay and travel time to all roadway uses. There is a direct correlation between speed differential and crash frequency, which means the heavy truck traffic is likely a contributing factor to the higher crash rates along the corridor. Expanding to a four-lane divided roadway would provide County K traffic the ability to safely pass and avoid slower moving trucks, which would improve operations and safety.
- A four-lane divided roadway would enhance east-west freight connectivity in Waukesha County. The additional capacity will also enhance north-south freight connectivity along County F by reducing delay at the County K intersection.
- Private driveways have an adverse impact on corridor safety and operations. There is a direct correlation between access density and crash rates, and an inverse correlation between access density and corridor mobility. Constructing a raised median along County K would convert many of these existing full access driveways to right-in/right-out operations, which would eliminate conflicts and improve safety and operations.
- Providing a continuous four-lane divided roadway improves corridor operations and enhances safety by eliminating the multiple merges that would be required to transition between a mix of four-lane and two-lane sections.
- Many of the comments received from local officials and the public are concerns that would be addressed with the expansion to a four-lane divided facility. Initial public feedback shows support for adding capacity to CTH K.

Conclusions

The above factors highlight the justification to expand the County K corridor to a four-lane divided roadway from Lynndale Road (County JK) to Brookfield Road. Some of the factors are location specific and there is strong justification for expansion at these defined locations, such as the operational needs at County F and Maple Avenue. Other factors provide a broader corridor-wide support for the expansion, such as the safety benefits associated with a four-lane divided roadway. When these factors are layered and viewed holistically, there is justification to reconstruct County K as a four-lane divided roadway along the entire corridor.

CTH K Project Development Process



CTH K Project Development Process Diagram

